DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING SERVICES
Office of Structural Materials
Quality Assurance and Source Inspection

Bay Area Branch
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Contract #: 04-0120F4
Cty: SF/ALA Rte: 80 PM: 13.2/13.9
File #: 69.28

WELDING INSPECTION REPORT

Resident Engineer: Pursell, Gary
Address: 333 Burma Road
City: Oakland, CA 94607

Report No: WIR-012048
Date Inspected: 17-Jan-2010

Project Name: SAS Superstructure
Prime Contractor: American Bridge/Fluor Enterprises, a JV
Contractor: Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island

OSM Arrival Time: 700
OSM Departure Time: 1900
Location: Shanghai

CWI Name:	ZPMC and ABF			**CWI Present:**	☑ Yes	☐ No	
Inspected CWI report:	☐ Yes	☑ No	☐ N/A	**Rod Oven in Use:**	☑ Yes	☐ No	☐ N/A
Electrode to specification:	☑ Yes	☐ No	☐ N/A	**Weld Procedures Followed:**	☑ Yes	☐ No	☐ N/A
Qualified Welders:	☑ Yes	☐ No	☐ N/A	**Verified Joint Fit-up:**	☑ Yes	☐ No	☐ N/A
Approved Drawings:	☑ Yes	☐ No	☐ N/A	**Approved WPS:**	☑ Yes	☐ No	☐ N/A
				Delayed / Cancelled:	☐ Yes	☐ No	☑ N/A

Bridge No: 34-0006
Component: OBG

Summary of Items Observed:

On this date Caltrans OSM Quality Assurance (QA) Inspector Mr. Wai Pau, was present during the times noted above for observations relative to the work being performed.

Bay #5

Traveler rail: - Caltrans QA Inspector performed QA final VT and dry MT testing on the CJP and fillet welds of OBG travel rails. The ZPMC inspection request number is 005067.The traveler and welds ID are11TR1-024-001/002/005~014, 11TR1-028-001/002/005~014, 11TR1-001-001/002/005~014 and 11TR1-024-003/002/005~014. All the CPJ and fillet welds have been accepted by ZPMC and ABF prior Caltrans QA inspection. Base on Caltrans VT and MT test, the welds appeared to be in compliance with requirements of AWS D1.5 2002 and Caltrans contract documents.

Traveler rail: - Caltrans QA Inspector performed QA final UT test on CJP of traveler rail. The ZPMC inspection request number is 005069. The traveler and CJP welds and ID are 11TR1-024-001/002/005~007/010/013/014, 11TR5-001-001/002/005~007/010/013/014, 11TR1-028-001/002/005~007/010/013/014 and 11TR5-003-001/002/005~007/010/013/014. The CJP welds for UT test have been accepted by ZPMC prior Caltrans QA inspection. Base on Caltrans UT test, the welds appeared to be in compliance with requirements of AWS D1.5 2002 and Caltrans contract documents.

Traveler rail: - Caltrans QA inspector observed two ZPMC welders performed FCAW repair weld process on the flange to web of traveler rail # 11TR5-002, 11TR5-005, 10TR4-001, 11TR1-023 and 11TR5-006. The repair areas are located at top and bottom flanges to web and total nine spots and length for 10mm to 50mm. All of repair areas have been pre heating prior FCAW repair welding. The FCAW repair process were monitored and recorded by ZPMC and ABF QC inspector. Based on Caltrans QA Inspector observations, no discrepancies were noted.

Bay #7

WELDING INSPECTION REPORT

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Traveler rail: - Caltrans QA inspector observed four ZPMC welders performed FCAW process on the flange to web plate of traveler rail #22TR4-002, 22TR1-002, 22TR3-003 and 22TR2-002. This 22TR type component has been changed design to all CJP weld along on both side of top and bottom flanges. All the welding areas have been pre-heating prior FCAW welding. The FCAW process were monitored and recorded by ZPMC and ABF QC inspector. Based on Caltrans QA Inspector observations, no discrepancies were noted.

Traveler rails: - Caltrans QA inspector observed two workers performed grinding process on CJP welds of three traveler rails 22TR type. The welds are located on the flange to web plate. The grinding purpose is removing the weld profile on the welds prior NDT and visual testing. Based on Caltrans QAI observations, no discrepancies were noted.

Bay#8

Traveler rail: - Caltrans QA inspector observed a welder performed carbon arc back gouging process on the flange to web plate of traveler rail. A back gouging is on one side of flange to web of two traveler rails. Approximately eight spots with 5mm~ 8mm depth of sound wall thick and 15mm~250mm length have been gouged out. The back gouging area has been re-bevel to request design joint by grinding and the beveled surface is entirely free of the scale, traces of oxide films and other contaminants prior welding. Base on Caltrans observation, no discrepancies were noted.

CLOSING STATEMENT

Unless otherwise noted, all work observed on this date appeared to generally comply with applicable contract documents.

Summary of Conversations:

As notes within report above.

Comments

This report is for the purpose of determining conformance with the contract documents and is not for the purpose of making repair or fit for purpose recommendations. Should you require recommendations concerning repairs or remedial efforts please contact Eric Tsang 15000422372, who represents the Office of Structural Materials for your project.

Inspected By:	Pau,Wai	Quality Assurance Inspector
Reviewed By:	Clifford,William	QA Reviewer